

**IN THE CLAIMS:**

1. (currently amended) An adjustable fifth wheel hitch for towing a trailer behind a motor vehicle, comprising:

a support frame having a pair of guide rails;

a head assembly;

an adjustment assembly coupling said head assembly to said pair of guide rails so as to be selectively displaceable between a towing position and a maneuvering position; and

a locking assembly for releasably locking said head assembly in said towing and maneuvering positions, said locking assembly having a locking arm positionable in a locked position and an unlocked position, said locking arm having a camming surface; and

a locking cam having a finger cammingly engaging a first detent in said camming surface on said locking arm so as to position said locking arm in said locked position and, the finger movable to a second detent on said camming surface to move the locking arm to said unlocked position.

2. (original) The adjustable fifth wheel hitch according to claim 1 wherein said pair of spaced guide rails are generally round in cross section.

3. (original) The adjustable fifth wheel hitch according to claim 1, further comprising:

a retaining device selectively engaging said locking arm so as to prohibit unintentional movement of said locking arm from said locked position to said unlocked position.

4. (original) The adjustable fifth wheel hitch according to claim 1, further comprising:

a guide stud extending from at least one of said pair of spaced guide rails; an inboard plate; an outboard plate coupled to said inboard plate generally adjacent to said at least one of said pair of guide rails, said inboard plate and said outboard plate generally supporting said locking assembly, at least one of said inboard plate and said outboard having a guide channel formed therein, said guide channel being sized to receive said guide stud to generally maintain sliding alignment.

5. An adjustable fifth wheel hitch comprising:

a guide rail having a first aperture and a second aperture;

a head assembly movable along the guide rail;

an adjustment assembly mounted to the guide rail and carrying said head assembly, wherein said head assembly is selectively displaceable between a towing position and a maneuvering position; and

a locking assembly connected with said adjustment assembly for releasably locking said head assembly in said towing and maneuvering positions, the locking assembly having a single head portion engaging the first aperture at the maneuvering position and the second aperture at the towing position.

6. (original) The adjustable fifth wheel hitch of claim 5, wherein said adjustment assembly comprises: an inboard plate; an outboard plate; a roller supported by said inboard and outboard plates and rollably engageable with said guide rail and capable of providing substantially non-binding movement of said head assembly relative to said support frame.

7. (original) The adjustable fifth wheel hitch of claim 6, wherein said locking assembly comprises a locking arm positionable in a locked position wherein said locking arm engages said guide rail and an unlocked position wherein said locking arm disengages from said guide rail.

8. (original) The adjustable fifth wheel hitch of claim 7, wherein said locking arm further comprises a camming surface.

9. (original) The adjustable fifth wheel hitch of claim 8, further comprising a locking cam cammingly engaging said camming surface on said locking arm to position said locking arm in said locked position and said unlocked position.

10. (original) The adjustable fifth wheel hitch of claim 9, further comprising a second guide rail spaced from said guide rail.

11. (original) The adjustable fifth wheel hitch of claim 9, wherein said guide rail has a generally round cross section.

12. (original) The adjustable fifth wheel hitch of claim 9, wherein said guide rail has a generally oval cross section.

13. (original) The adjustable fifth wheel hitch of claim 9, further comprising a retaining device selectively engaging said locking arm to prohibit unintentional movement of said lock arm from said locked position to said unlocked position.

14. (original) The adjustable fifth wheel hitch of claim 13, further comprising a guide stud extending from the guide rail.

15. (currently amended) The adjustable fifth wheel hitch of claim 14, wherein said guide ~~channel~~ is sized to receive said guide stud to generally maintain sliding alignment engages the inboard plate or the outboard plate to resist torsional forces exerted by the head assembly.

16. (cancelled)

17. (cancelled)

18. (cancelled)

19. (cancelled)

20. (cancelled)

21. (new) An adjustable fifth wheel hitch connected to a vehicle comprising:

a guide rail having a first aperture and a second aperture;

a head assembly movable along the guide rail between a towing position and a maneuvering position;

a locking arm having a head portion engaging the first aperture at the towing position and the second aperture at the maneuvering position; and

a locking cam engageable with locking arm and pivotable toward the head assembly to disengage the head portion from the first aperture and the second aperture.

22. (new) The adjustable fifth wheel hitch of claim 21 wherein the guide rail is substantially parallel to a length of the vehicle.

23. (new) The adjustable fifth wheel hitch of claim 21 wherein the locking arm has a camming surface comprising a first detent and a second detent.

24. (new) The adjustable fifth wheel hitch of claim 23 wherein the locking cam has a finger corresponding in size and shape to the first detent, wherein the finger engages the first detent to cause the locking arm to engage the first aperture.

25. (new) The adjustable fifth wheel hitch of claim 24 wherein the finger is spring biased into the first detent.